



2017 ABU DHABI DESERT CHALLENGE

First Round of the

2017 FIM CROSS COUNTRY RALLIES WORLD CHAMPIONSHIP

SUPPLEMENTARY REGULATIONS FOR MOTORCYCLES, QUADS AND ASSISTANCE
VEHICLES

1. PUBLICATION

The Automobile & Touring Club of the UAE (ATCUAE) is organising the 1st round of the 2017 FIM Cross Country Rallies World Championship on behalf of the UAE Motorcycle Club (UAEMC). The event will take place in accordance with the relevant legal and administrative requirements of the host country/ies and the relevant FIM documents, including but not limited to the FIM Sporting Code, the applicable FIM Technical Regulations, the FIM Medical, Anti-Doping and Environmental Codes, the FIM Disciplinary and Arbitration Code, the FIM Code of Ethics and the Sporting and Technical Regulations of the FIM Cross Country Rallies World Championship and the Appendices thereto, as well as the present Supplementary Regulations and any rules and regulations adopted by the FIM International Jury.

The present Supplementary Regulations may not be in contradiction with the FIM Rules and Codes, including but not limited to the Sporting and Technical Rules applicable to the discipline. In the case of a divergence or conflict between these Regulations and any of the applicable FIM Rules and Codes, the latter shall prevail.

FIM Approval: IMN No(s) 801/01, 809/01, 810/01, 811/01 and 812/01

FIM Approval: ATC/UAE - 2017 - 019

In case of divergence or conflict of interpretation between the English and French versions, the English text shall prevail. The approved Supplementary Regulations must be published, at least in English, on the FIM website and on the site of the Organiser.



In any matter not covered by the FIM Cross Country Rallies World Championship Regulations or by these Supplementary Regulations, the FIM International Jury shall decide ex aequo et bono.

All additional provisions of a technical or organisational nature not contained in these Supplementary Regulations will be announced by means of a numbered, dated and signed addendum. Such addenda will form an integral part of the Supplementary Regulations and shall be posted on the official notice board of the Rally. They will also be communicated during the riders' briefing and the riders will be notified in the shortest time practicable.

2. ACCESS

Nearest airport: Abu Dhabi International Airport, AUH

Nearest town: Abu Dhabi City

3. HONOUR COMMITTEE

N/A

4. ORGANISING COMMITTEE

Chairman:	Mohammed Ben Sulayem
Members:	Stuart Murray
	Ronan Morgan
	John Spiller
	Adel Kassim Sarris
	Cesar Abou Chacra
	Marc Ducrocq

5. ADDRESS OF THE PERMANENT SECRETARIAT

Abu Dhabi Desert Challenge - Automobile & Touring Club of the UAE (ATCUAE)

P.O. Box 5078

Tel: +971 4 2961122

Dubai, United Arab Emirates

Fax: +971 4 296 1133

E-mail: entry@atcuae.ae

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6. LIST OF OFFICIALS

OFFICE	NAME	LICENCE N°
FIM Jury President	Jean-Luc Maindron	FIM 10276
1st Jury Member, FIM	Larbi Rida Sbai	FIM 10076
2nd Jury Member, FMNR	Stuart Murray	FIM 11380
Clerk of the Course	Marc Ducrocq	FIM 10272
	Super Licence :	FIM
FIM Technical Delegate	Izak Santej	FIM 9961
FMNR Technical Steward	Marc Roissetter	FIM 11335
Chief Medical Officer	Dr. Sean Petherbridge	FIM 8486
Environmental Steward	Cesar Abou Chacra	FIM 9104
Chief Timekeeper	Wolfgang Schindele	FIM 10736
Chief Tracking Officer	Wolfgang Schindele	FIM 10736
Chief GPS Officer	TBD	FIM
Chief Marshal	Andy Reynolds	
Safety Officer	Chris Carruthers	
Competitor Relations Officer (CRO)	Marie Hervagault	
Event Secretary	Tanya Kutsenko	
Press Officer/Head of Media	Tony Lewis	

The list of officials and judges of fact (names + licence numbers) of the Organiser will be posted on the official notice board and communicated to all participants and members of the Jury.

7. EVENT PROGRAMME

7.1 Date of registration opening

- Sunday 29th January 2017

7.2 Date of registration closing

- Saturday 18th March 2017

7.3 Date of publication of entry lists

- Monday 20th March 2017



7.4 Opening of the Press room and Accreditation centre

- Place: Rally HQ, Yas Marina Circuit , Support Pits
- Time: Thursday 30th March 2017, 09:00-18:00

7.5 Administrative Control and collection of Equipment and Documents

- Place: Rally HQ, Yas Marina Circuit , Support Pits
- Time: Thursday 30th March 2017, 09:00-18:00

7.6 Preliminary Technical Inspection

- Place: Yas Marina Circuit , Support Pits
- Time: Friday 31st March 2017, 08:00-17:00

7.7 Press Conference before the Start

- Place: Media Centre, Yas Marina Circuit
- Time: Thursday 30th March 2017, 11:30

7.8 1st meeting of the FIM International Jury

- Place: FIM Stewards Room , Yas Marina Circuit, Support Pits
- Time: Friday 31st March 2017, 18:30

7.9 Publication of the Start list of the Super Special (SSS)

- Place: Rally HQ, Yas Marina Circuit , Support Pits
- Time: Saturday 01st April 2017, 10:00

7.10 Riders' Briefing

- Place: Media Centre, Yas Marina Circuit
- Time: Saturday 01st April 2017, 11:00

7.11 Super Special

- Place: Al Forsan International Sports Resort
- Time: Saturday 01st April 2017, 15:00

7.12 Delivery of Road Book, Stage 1

- Place: Finish of Super Special Stage
- Time: Saturday 01st April 2017, 16:00



7.13 Schedule of Stages and Competitors' Briefings

- Super Special Spectacle (Article 080.14.1):

Day	Date	Action	Time	Place
Saturday	April 01st	Publ. Authorized Start List	10:00	Rally HQ
		Competitors Briefing	11:00	Rally HQ
		S/Special Stage "Parc" open	14:00	Al Forsan
		Super Special Stage (Leg 1) Start	15:00	Al Forsan
		Road book Leg 2 – Issue	16:00	Super Special
		Leg 2 Start List - publ.	20:00	Rally HQ
Sunday	April 02nd	Leg 2: YMC to QAS		
		Leg 2 ProvClass/Leg 3 St List	21:00	Bivouac
Monday	April 03rd	Leg 3: Qasr al Sarab: ?		
		Leg 3 ProvClass/Leg 4 St List	21:00	Bivouac
Tuesday	April 04th	Leg 4: QAS to QAS		
		Leg 4 ProvClass/Leg 5 St List	21:00	Bivouac
Wednesday	April 05th	Leg 5: QAS to QAS		
		Leg 5 ProvClass/Leg 6 St List	21:00	Bivouac
Thursday	April 06th	Leg 6: QAS to YMC		
		Final Scrutineering	From 15:00	RALLY HQ
		Final Stewards meeting	17:30	
		Provisional Classification	18:00	RALLY HQ
		Final Classification	18:30	RALLY HQ
		Prize Giving	20:00	YMC



7.14 Finish of the Rally

- Place: Yas Marina Circuit
- Time: Thursday 06th April 2017 , 16:30

7.15 Final Technical Inspection

- Place: Support Pits, Yas Marina Circuit
- Time: Thursday 06th April 2017 , 15:00

7.16 Final meeting of the FIM International Jury

- Place: FIM Stewards Room, Support Pits, Yas Marina Circuit
- Time: Thursday 06th April 2017 , 17:00

7.17 Publication of the Provisional Final Classification

- Place: Rally HQ, Yas Marina Circuit
- Time: Thursday 06th April 2017 , 17:30

7.18 Publication of the Official Final Classification

- Place: Rally HQ, Yas Marina Circuit
- Time: Thursday 06th April 2017 , 18:00

7.19 Prize Giving Ceremony

- Place: Yas Marina Circuit
- Time: Thursday 06th April 2017 , 20:00

7.20 Official Notice Board

Thurs 30th March,	09:00 to Sat 1st April 2017, 22:00	Rally HQ, YMC
Sun 2nd April,	12:00 to Thurs 6th April 2017, 08:00	Rally Bivouac, Liwa
Thurs 6th April,	08:00 to Fri 7th April 2017, 18:00	Rally HQ, YMC

8. RIDERS

8.1 ENTRY CONDITIONS FOR THE RIDERS

- The Organising Committee reserves the right to refuse the entry of a rider, without having to give the reasons of this refusal.



- To be registered in Abu Dhabi Desert Challenge 2017, any person over 18 years, from any country, must hold an FIM Cross-Country Rallies World Championship licence released by his own National Federation in accordance with art. 70.2.1 of the FIM Sporting Code and Art. 09.1 of the FIM Medical Code. To obtain this licence from his national federation, the rider must undergo and pass successfully an echocardiogram, once in his lifetime and an exercise tolerance test (ECG) valid for three years.
- A valid Starting Permission from his national federation to enter specifically this event, if the rider has an annual licence. If the rider has a 'one event' licence, this licence is sufficient without a Starting Permission.
- The rider must hold a driving license corresponding to the capacity of his motorcycle. Any copy or statement of loss or theft of the previously mentioned documents will not be accepted, as it does not legally substitute the possession of a driving license conforming to the capacity of the motorcycle.
- The maximum number of motorcycles accepted is 100.
- Any rider who is replaced by another one on his motorcycle during the race will be excluded from it, as well as the motorcycle of this last mentioned driver.
- The Rider is responsible of the behavior of his mechanics, his assistants, his manager, his press staff and any infringement to the regulations will be borne by the Rider.
- The rider enters the 2017 Abu Dhabi Desert Challenge at his own risk, being fully aware of the danger associated with the event. For this reason, the rider relieves the Organiser, the FMNR and the FIM from any penal and/or civil responsibility in case of physical and/or material damages incurred as a result of his participation in the event. He/she agrees to indemnify, protect and hold harmless the Organisers, the FMNR and the FIM and anyone acting on their behalf or under their authority, including but not limited to their representatives, employees, agents, officials and volunteers, from and against any and all liability, penal and/or civil, loss, expense or claims of whatsoever nature, including but not limited to third party claims, relating to injury to persons, including death, or loss or destruction of or damage to property arising in connection with his/her participation in the Abu Dhabi Desert Challenge.

8.2 ENTRIES

Any person wishing to take part in the 2017 Abu Dhabi Desert Challenge must send to the Secretariat the signed entry application along with the authorization from their FMN and accompanied by the amount of the entry fee that will be increased by 50% for the riders not accepting the optional advertising of the Organisers. The entry fee is valid to 23:59 on the 08th March after which 20% will be added until the closing date of the 18th March.

Up to the time of the Controls, the rider shall be free to replace the motorcycle entered.

If a motorcycle does not correspond, in its configuration when presented for the technical Controls for Scrutineering, to its entry category, the motorcycle concerned may, on a proposal by the Technical Stewards, be transferred by the International Jury to another category.

The entry fee will be fully reimbursed:

- A. To applicants whose entry has been refused;
- B. In the event that the Rally is cancelled.



Team Entries

Team entries must be composed of motorcycle and riders whose individual entries have been accepted. They must hold a FIM Team licence.

Each team may consist of a maximum of 5 motorcycles and a minimum of 3. The performance of the best 3 motorcycles will count for the final results. No motorcycle may be included in more than one team eligible for the same award.

Each club, ecurie, manufacturer (represented by his Agent or Distributor in the UAE), may enter more than one team for the corresponding award, but for each award the same competitor may only be part of one team.

Motorcycles included in a make team may not necessarily have been individually entered by the same entrant. In such a case the written approval of the individual entrant must be produced. They must however, be of the same make but not necessarily of the same model or type.

8.3 ENTRY FORMS

See [HERE](#).

Service Vehicle and Service Crews need to be registered.

8.4 ENTRY FEES

Item	UAE	GCC	Overseas
Tracking and Timing (Sportstraxx)	✓	✓	✓
GPS and Sentinel (ERTF)	X	X	X
Public Liability Insurance	✓	✓	✓
3rd Party (off Highway) Insurance			
Repatriation Insurance	X	✓	✓
3rd Party (on Highway) Insurance	X	X	✓
Gala Dinner Ticket	1	1	1
Bivouac catering and accommodation	1	1	1
FIM Single Event License	✓	X	X
Merchandise	1	1	1
Fuel	✓	✓	✓
Entry Fee (AED)	8300	9300	13800
Entry Fee (USD)	2260	2530	3760



8.5 SECURITY DEPOSIT CHEQUE

N/A

8.6 ASSISTANCE ENTRY FEES

See Rally Guide.

8.7 TRANSPORT

Organiser's trucks will transport a box containing spare parts, special equipment, two tyres and wheels for each competitor. This will be carried from the Rally HQ (Yas Marina Circuit in front of Garage #1) to the bivouac site in the evening of Saturday 01st April and back to Rally HQ at the end of the day on Thursday 06th April.

The trucks will also carry toolboxes, wheels and tyres. Competitors should bring their own metal box (max dimension: 80cm x 45cm x 35cm height) identified with their competitor Number. The maximum weight allowed is 60 kg.

8.8 PAYMENT

Note, for competitors to qualify for the UAE & GCC rates for the Entry Fees, the rider must hold a current Residence Visa of the UAE or another GCC country, of at least six months validity, i.e. the Residence Visa must be current and have been valid as of 1st November 2016, and the bike/quad must be registered in that country. ie. A UAE based rider on a British registered bike is NOT eligible for the UAE rate.

Bank Transfer

Account Name: **Mohammed Ben Sulayem UAE Desert Challenge**
Account Number: **1012002872503**
Bank Name: **Emirates NBD**
Branch: **Main branch**
Address: **P. O. Box 777, Dubai, United Arab Emirates**
Swift Code: **EBILAEAD**
IBAN: **AE750260001012002872503**

Please complete and return the payment summary form by fax or send by email a copy of the bank transfer form for reference and reconciliation purposes (+971 4 2961133). The registration form will only be accepted if accompanied by the correct entry fees.



8.9 ENTRY REFUSAL - WITHDRAWAL - NO SHOW

The Organising Committee reserves the right to refuse the admission of a rider without explanation. In that case the entry fees will be reimbursed.

8.10 CANCELLATION OR RESCHEDULING OF THE EVENT

The entry fees will be reimbursed in case the event is cancelled.

9. PARTICULAR CONDITIONS OF VISITED COUNTRIES

See Rally Guide.

10. CATEGORIES AND CLASSES

10.1 The compulsory FIM categories and classes are the following:

- Category 1: Motorbike World Championship
- Category 2: Quads World cup
- Class 1: Women's World Cup
- Class 2: Junior World Cup
- Class 3: Veterans' Trophy

10.2 In addition, the following categories and classes will be staged by the Organiser:

Over 450 (Category 3) which will not count towards any FIM World Championship or Cup.

11. IDENTIFICATION

The organiser shall provide each rider with a set of identification plates comprising 1 front plate and 2 side plates, called number plates. For motorcycles these will be 25cm x 18cm in dimension, and for quads they will be 28cm x 18cm. The Quads must have an "aileron" plate (28cm x 18cm) that will show the riding number on both sides.

The organiser will also provide one bib measuring 26 cm x 30 cm, bearing the racing number which should be clearly worn on the rider's back.

The 5 first numbers of each category will be allocated in the ascending order to the 5 first riders.

- FIM World Championship 450cc - white background black numbers



- Quads - white background black numbers.
- Women - purple background white numbers
- Junior and Veteran's - according to the category of their machine
- Over 450cc - yellow background black numbers

The plates shall be affixed visibly at the front and on the rear sides throughout the duration of the Rally. They shall in no circumstances cover, even partly, the registration number of the motorcycle.

At any time during the Rally, the absence of or incorrect affixing of a racing panel or plate shall result, for each offence noted, in a time penalty as stated in the Supplementary Regulations. Before the start of each stage, the simultaneous absence or incorrect affixing of at least two racing plates or bib shall result in disqualification from the Rally.

The race bib cannot be cut and/or modified. In all cases, the upper edge of the back bib must be a maximum of 20cm from the neck of the rider and shall always be visible and not hidden by anything like a 'camel bag'.

An identification wrist-strap will provide identification for the rider. All default noted by an official will result in penalties equivalent to 10% of the entry fees. In case of damage to the bracelet, the rider must inform the Competitors' Relation Officer, who will provide a replacement in exchange for the damaged item.

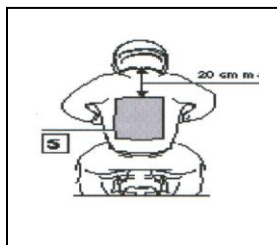
The rider's name will be marked on his/her helmet.

The rider's name will be marked on each side of the machine.

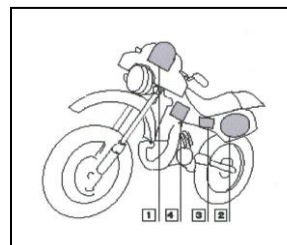
12. ADVERTISING

Competitors shall be free to affix any advertising on their motorcycles provided that it:

- a) Is authorized by the FIM Rules and the laws of the UAE. Note: The advertising of alcohol, or related products, is illegal.
- b) Is not contrary to public decency and customs,
- c) Does not overlap on those areas that are reserved for the plates.



1. Front plate 24cm x 30cm
2. Two side plates, 24cm x 30cm
3. 2 advertising panels, 12cm x 8cm
4. 2 advertising panels, 12cm x 12cm
5. Race bibs 26cm x 30cm



These areas are for the Organisers and can be bought back at a cost of **US\$1,500**

- An area 12cm x 12cm on each side of the front of the tank
- An area 12cm x 8cm on each side at the back of the motorcycle, on a vertical surface



It is the rider's responsibility to check that none of the Organisers advertising areas are missing masked or damaged.

It is the rider's responsibility to ensure that the position of their bibs allows complete visibility of the rally number.

A financial penalty will be imposed if the above is not complied with.

13. STARTING ORDER

13.1 MINIMUM INTERVAL BETWEEN THE LAST MOTORCYCLE AND THE FIRST CAR:

The last bike will be scheduled to start 30 minutes before the first car. Should the last bike report late, but within his maximum lateness, the first car will still start on schedule.

13.2 START ORDER OF THE SUPER SPECIAL:

All riders must take part in the Super Special Stage and results will count for the classification of the event as well as any road penalties relating thereto.

During the Super Special on Saturday 01st April 2017, the competitors will start in an order determined by the event organisers and announced at the competitor's briefing at 11:00 the same day.

Reconnaissance of the Super Special is permitted on Saturday 01st April 2017, between 13:30 and 14:45, on foot.

13.3 START ORDER OF THE STAGES:

The 15 riders who made the best time of the Super Special Stage will have to choose their starting order of Leg 1 as follows:

Fifteen competitors must be present to make their choice;

These fifteen competitors must start in the first fifteen places;

The fifteenth ranked competitor will choose a position among the top fifteen places;

The fourteenth ranked competitor will then choose a position among the top fifteen places. If he chooses the place taken by the fifteenth, it will see its position shifted;

The thirteenth ranked competitor chooses to turn its position and so on until the competitor with the fastest time of the Super Special Stage.

If several competitors are absent to make that choice, they will be placed in the remaining available position in reverse order of the standings of the Super Special Stage.

The starting order of the second and subsequent Stages will be made in the order of the Selective Section overall classification, or the accumulation of the Selective Sections of the previous day.



The first fifteen riders will start one by one every three minutes; the others will start two by two, minute by minute.

Any stage that will be a mass start will be confirmed in a bulletin prior to the start of the event, along with how many riders will be in each wave, and the time interval between waves.

14. ROAD BOOK AND NAVIGATION

The road book has been composed to indicate the route to follow, some GPS points and the main dangers.

Any reconnaissance of the track is forbidden, on pain of exclusion from the race.

The road book, descriptions, legend and descriptive maps of the first Stage of the race will be given to the competitors at the end of the special stage.

The road book of the following legs will be delivered at the bivouac from 16:30 daily. The competitors who will arrive late to the bivouac should collect from the bivouac rally office.

The information given by the route opening team will be communicated to riders during the briefings and by additive.

14.1 SPECIFIC ASSISTANCE ZONES IN THE SS

A designated service area will be marked following the motorcycle refuelling passage control each day. The time taken for any optional servicing will be part of their stage time.

14.2 NAVIGATION RULES

Throughout the rally, each rider is responsible for the correct functioning of his GPS, downloaded with the organization's points. The GPS must be connected to the power source at all times (Liaison & Special). Each malfunction must be communicated to a steward or the CRO. Any evidence of manipulation may be penalized as far as disqualification from the rally as determined by the International Jury.

14.3 OFFICIAL ITINERARY

The official route of the Rally is described in the road book given to the competitors and must be strictly followed, on pain of a penalty which may lead as far as disqualification from the rally.

The official itinerary of the Rally is defined by a number of Visible Way Points (WPV) and Hidden Way Points (WPM). All the GPS points will be considered as COMPULSORY passage points.

In any case the competitor can force the GPS to address to another WPT, pushing the "WPT+" or "WPT-" button.

The penalty for missing waypoints and PCs is summarized in Art 19 of the SRs.



14.4 COMPULSORY BRIEFING ABOUT THE SAFETY SYSTEMS

A compulsory briefing for the riders where the use of the various safety systems will follow the Competitors Briefing on Saturday 01st April at 11:00 at YMC by Sporttraxx / ERFT representatives.

The name of the riders participating will be inscribed on an attendance list.

14.5 NAVIGATION RULES - VISIBLE WAYPOINTS (WPV), INVISIBLE WAYPOINTS (WPM) & WAYPOINTS SECURITY (WPS).

Refer to Art 19 re missed waypoints, missed PCs and exceeding the maximum time allowed for a section.

WPS can be used for security reasons or to prevent cuts and must be used in all control zones defined in FIM article 80.20

The WPS waypoint will validate at 90 meters. Towards a WPS, all available information is displayed on the screen of the GPS.

Missing waypoint (WPV, WPM, WPE, WPC, WP0, DZ, FZ): 20'

Missing a WPS: 120'

15. FUEL / AUTONOMY

15.1 AUTONOMY

Each rider is responsible for calculating their fuel range to cover the minimum distance of 250 Km. for safety reasons a 10% margin is indispensable.

15.2 FUEL

On road sections where service stations can supply Super 95 or 98 fuel it is the responsibility of the riders to fill up at their own expense.

The organiser will provide fuel at the bivouac, and designated refuelling zones as per the roadbook, and it is included in the entry fees (riders and service vehicles bearing identification stickers).

16. TRAFFIC

Throughout the duration of the Rally the riders must strictly comply with the traffic regulations of the UAE. Any competitor who does not comply with these requirements will be penalized as follows:

1st infringement: a time penalty equal to 30 minutes;

2nd infringement: a time penalty of 1 hour;



3rd infringement: disqualification from the Rally.

The police or officials who record any infringement of the traffic regulations by a Rally rider must inform him/her of it in the same way as other road users. Should they decide not to stop the rider at fault, they may ask the Organisers to apply the penalties, provided that:

- a) Notification of the offence reaches the Organisers through the official channels and in a written note, before posting of the classification of the stage during which the offence was committed.
- b) The reports of offence are sufficiently detailed to ensure that the identity of the rider at fault is established without any doubt and that the places and times of the offence are perfectly correct.

The complaints are not capable of being variously interpreted.

16.1 CROSSING OF INHABITED AREAS

- Riders

Along inhabited areas crossed in the liaison sections as well as along the Specials, the speed will be strictly limited as specified by the local sign panels. All areas which are considered dangerous for riders and for local inhabitants will be indicated in the road book.

- Assistance: service vehicles

The speed of all assistance vehicles in crossed cities and villages, following the assistance road book, will be limited as specified by the local sign panels. Overtaking is also forbidden. The Organizing Staff will make controls and the International Jury can decide penalties.

16.2 PROTECTING THE ENVIRONMENT

Each participant and/or team member is responsible for the waste generated by his team during the event.

The organizers will provide facilities for waste and used oil collection. It is strictly forbidden to empty onto the ground waste water or oil and any infraction to this rule will be reported to the International Jury who will fine the rider responsible a maximum of EUR 370.

Where refueling or servicing of a motorcycle is being undertaken measures must be taken to protect the ground. Participants should use environmental mats or other suitable means to cover the ground. This is also compulsory when an electrical generator or any other device with a thermic engine is being refueled or serviced by the rider or the team.

Sensitive area around the Bivouac must be respected and details will be provided at the compulsory competitors briefing on Saturday 01st April 2017 at 11:00.

Any infringement by the participant (who is responsible for his team) of the FIM Environmental Code can result in a fine, disqualification from the event or suspension, and may also result in the participant or rider being liable for any costs of rectification.



17. INSURANCE

17.1 THIRD PARTY LIABILITY

The entry fee includes the insurance premium giving the rider third-party civil liability cover in accordance with Art. 110.1.1 of the Sporting Code.

The insurance will take effect on the start of the Rally and shall cease on the finish of the Rally or immediately on abandonment of or disqualification from the Rally.

Competitor vehicles specifically registered with the organisation (non GCC) are covered for Civil Liability towards Third Parties (Road Legal), from (and including) 29th March 2017 to (and including) 08th April 2017.

This cover provides for a maximum liability, in respect of any one claim or series of claims resulting from one accident, of Dh 1,000,000.

Damages to rally and/or service cars as well as the liability of a crewmember towards other crewmembers are not covered by the insurance provided by the organisers.

17.2 REPATRIATION FOR MEDICAL REASONS

Overseas entries: Repatriation and medical insurance is included in the entry fee to a level of €150,000.

17.3 PERSONAL ACCIDENT INSURANCE

As per Article 110.2 of the FIM Sporting Code.

18. ADMINISTRATIVE OBLIGATIONS

18.1 EACH COMPETITOR

General documentation checks will be made prior to the start of the Rally at documentation (Thursday 30th March at YMC), this will include:

- A valid driving licence corresponding to the type and capacity of machine used
- Passport (and visa for Gulf entries, and other nationalities who require a visa in advance of travelling)
- FIM Cross Country Rallies World Championship licence 2017 (Annual or One event).
- Starting Permission letter from competitors FMNs to enter Abu Dhabi Desert Challenge 2017 if the rider has an annual licence. 'One event' licence is sufficient without a Starting Permission.
- Registration documents for the machine and certificate of ownership.
- Letter of authority if a motorcycle does not belong to the registered competitor.



- Motorcycle insurance documents.
- Signing of the Indemnity Form

18.2 EACH MOTORCYCLE

Only those riders who have successfully completed the Documentation / Administrative checks may present their Machine at Scrutineering in accordance with the published time schedule.

A Scrutineering schedule for all competitors will be posted on the Official Notice Board and will be issued to each competitor at documentation. Competitors are requested to abide by their due time - penalties will be given if late. All identification and advertising stickers must be in place on the machine when it is submitted to the scrutineers.

Failure to report to Scrutineering at the due time will result in a cash penalty of AED 1,000.00.

Competitors must also present the following equipment for inspection:

- Helmet
- Neck protector
- Riding kit
- GPS
- Sentinel
- Tracking Device(s)
- Signaling kit
- Additional water ration Camelback
- Spare engine for marking (if applicable) with a separate gearbox connected to it
- Silencer (motorcycles must pass the noise control test, carried out according to Art. 01.79 of the Cross-Country Rallies Technical Rules, during the scrutineering and marked by the organizer). The maximum limit of sound level, using 2 meters max method is fixed at 115dB/A, +1 dB/A before the race and at 116 + 1 dB/A during and after the race.
- Mobile telephone
- Medical kit (recommended but not compulsory)

19. CLASSIFICATIONS

Points are awarded according to the scale hereunder, to all riders and manufacturers classified in the FIM World Championship 450cc category as well as to the riders of the FIM Cross-Country Rallies World Cups and Trophy (Women, Quads, Junior, Veterans).

Position - Race score

1st	25 points	6th	10 points	11th	5 points
2nd	20 points	7th	9 points	12th	4 points
3rd	16 points	8th	8 points	13th	3 points
4th	13 points	9th	7 points	14th	2 points
5th	11 points	10th	6 points	15th and after	1 point



Bonus Points

All riders taking the start of the first stage (or the Prologue) of the event will be awarded 3 points. The riders are not obliged to be classified in order to score these bonus points.

After each stage (except the prologue) the winner of the selective section of that day will also receive one point towards the championship.

19.1 LIST OF PRIZES - CUPS

The following trophies will be awarded for overall finishing positions, irrespective of class:

1 st Overall	(One trophy)
2 nd Overall	(One trophy)
3 rd Overall	(One trophy)
4 th Overall	(One trophy)
5 th Overall	(One trophy)

For Riders, each Category: 450, over 450, Quad, and each Class: Junior, Veterans and Women:

1 st Place	(one trophy)
2 nd Place	(one trophy)
3 rd Place	(one trophy)

Other Awards

Team Award min. 3, max. 5 trophies

Gulf / UAE Competitors

Additional classification will be drawn among competitors who hold Gulf/UAE competition licenses. This final classification shall be determined by penalties expressed in time, the competitor with the lowest total shall be proclaimed the overall winner, the next lowest second, and so on.

1 st Overall	(one trophy)
2 nd Overall	(one trophy)
3 rd Overall	(one trophy)

19.2 CEREMONY:

See Rally Guide.



20. COMPULSORY EQUIPMENT RENTAL

Medical Equipment

Each competitor must provide himself with a first-aid medical kit composed of:

- A water disinfectant for 40 litres (hydrochlorazone or micropure)
- Eye lotion (boroclarine, stilla or equivalent)
- Disinfectant cream (betadine, biafine or equivalent)
- Pain killers (aspirin or equivalent)
- A haemostatic (coalgan)
- Anti diarrhea tablets (immodium or equivalent)
- Sun cream for the skin and lips
- Antibiotics (oracilline, totapen or equivalent)
- Vitamin C
- Unguent, disinfecting compresses, two bandages, plasters, 5 safety pins
- Re-hydration powder
- Salt tablets (Enervit or Nergisport sodium or similar)
- A soothing cream (Biafine)

Survival Equipment

Each competitor must compulsorily carry on his vehicle the following equipment:

- Each motorcycle must be equipped with a reserve of drinking water of a capacity of three litres minimum. This water must be able to be reached without effort and without any tool, regardless of the position of the machine
- A soft water tank of minimum 2 litres carried by the rider of a 'Camelback' type
- One survival supply of rations
- 2 long-duration signal flashlights
- 1 aluminum survival blanket (about 2m x 1m) serving as an isothermal covering and an earth to sun signal
- A klaxon of the Sentinel Vehicle to Vehicle Alarm system (ERTF)
- A Tracking system (Sporttraxx)
- A single GPS (ERTF)

The existence of this equipment shall be checked before the departure of each Leg. Failure to possess a part or all of this equipment will result in a refusal to start. The rider will have until the minute before the start of the first car to conform to the rules; beyond this delay the start will be refused. Any lateness will be penalized as per the regulations.



Transport of fuel in any other way than in fuel tanks designed for this purpose is forbidden. Similarly, transport of objects, parts, tools... susceptible to cause injuries to a rider (back pack, belt...) is forbidden. Failure to respect this rule will result in the start being refused

20.1 GPS

The mandatory equipment is not included in the cost of the Entry Fee or ordered on the competitors' behalf by the organisers. All riders should contact:

ERTF

Parc Technologique De Soye 56275, Ploemeur, CEDEX, FRANCE

Tel: +33 (0)2 97 87 25 85

Fax: +33 (0)2 97 37 59 21

E-mail: competition@ertf.com

20.2 VEHICLE TO VEHICLE ALARM SYSTEM (Sentinel System type)

See 20.1.

20.3 TRACKING SYTEM

A duel GSM/Satellite Tracking System supplied by Sporttraxx will be used. The cost of the service has been included in the Entry Fee and no additional brackets, wiring or aerals need to be purchased or fitted.

21. PENALTIES

21.1 FIXED PENALTIES

A fixed penalty (FP) of 2 hours will be applied to competitors who fail to complete a Section within the Maximum Time Allowed for that section.

A Sporting penalty (SP) of 2 hours will be applied to competitors who miss or fail to complete a Section.

Maximum number of SP to score points: 2

21.2 NO START OR ABANDON IN A SELECTIVE SECTION/LEG

A rider not present at the start of a Stage and who did not informed the race direction in any manner will be disqualified.

The rider who does not wish or cannot start a Stage must still present himself, be represented by somebody at the start of the Stage or have informed the Clerk of the Course before the start of the Stage. In this case, he will receive a penalty as follows:

Six (6) hours + Sporting Penalty (SP) + Maximum time of the Selective Section + Allotted time of the Road Section not done + the value of all waypoints not validated.



The rider who starts a stage and then leaves the Stage Selective Section will receive the following penalty:

Three (3) hours for having left the stage + SP + Maximum time of the Selective Section + Allotted time of the Road section not done + the value of all waypoints not validated.

To obtain FIM points, a rider must not have more than 25% SP from the total number of Selective Sections of the Rally, rounded up (example: 6 SS in total, 25% makes 1,5, rounded up to 2. If more than 2 SP, this rider can finish the Rally but will appear in the FIM classification with zero point).

In all cases, in order to appear on the FIM final classification, a rider must take the start of the last Selective Section, cross the finishing line and park his motorcycle/quad in the Parc Fermé before the closing deadline.

21.3 ASSISTANCE / SERVICE

As the refueling zone is not a servicing area, all external assistance / service on a machine is forbidden during refueling on pain of penalties at the discretion of the FIM Jury.

Only riders are allowed to help other competitors.

External assistance / Service are allowed only in the designated service area which the rider can use on his own times. Service is free at the Bivouac.

The neutralization for the refueling will be 15 minutes or 20 minutes depending of the equipment of the fuel tanker. This will be confirmed in a bulletin prior to the start of the event.

21.4 PASSAGE CONTROL PENALTIES

All controls must be passed in the order defined by the Road Book.

Competitors are required to stop within the Passage Control Zone to have the Time Card stamped by the PC Controller. Failure to visit any Passage Control will result in a time penalty as in art. 080.22.3 :

Missing a CP ie missing the WPS: 120'

Missing stamp at a CP: 5'

The controller at each PC will record the time of entry of each competitor in minutes and seconds. In the event the Special Stage is shortened, due to 'force majeure' the times recorded at the last Passage Control will determine the finish times of that Selective.

21.5 SUMMARY OF PENALTIES



SUMMARY OF THE PENALTIES	Art. N°	Start refused	Disqualification	Time penalty	Financial penalty	Decisions Penalties Sanctions of the JI
Lateness on the theoretic time at the stage departure Up to 30' or 60' Over 30' or 60'	Art. 080.17.1		X	1' by mn delay		
Absence of the visa in a CP	Art. 080.22.3			X		Accord. to Art.
No start or abandon in a Selective Section/stage	Art. 080.17.8					Accord. to Art.
Assistance and towing of motorcycles in a Selective Section	Art. 080.18.2		X			
Assistance in a Road Section	Art. 080.18.2			3h		Except if authorised in the SR
Prohibited assistance	Art. 080.18.3					Up to disqualification
Correction/ alteration of the time card	Art. 080.19		X			
Loss of the time card	Art. 080.19			5'		
Passing at a control without the motorcycle	Art. 080.19		X			



Instructions of the Chief of the control point not respected	Art. 080.20		X	X		Up to disqualification
Non-respect of the entry, exit and the direction of the traffic in the zone	Art. 080.20					
1 st infringement				10'		
2 nd infringement				1 h		
3 rd infringement				3 h		
Behind or ahead of schedule at a TC after a Road Section (except arrival of a stage, no penalty for ahead of schedule)	Art. 080.21			1' by mn		

22. SAFETY PLAN

The safety of the competitors is under the control of the well-established and experienced Desert Challenge Search & Rescue Team who coordinates the welfare of all riders based on information received through the tracking system, marshal and competitor communications.

They control three dedicated helicopters, the sweep team and a medical team composed of all the required specialties. Three local hospitals are alert and on standby with ICU reserved for event casualties.

A clinic is situated at the bivouac which is manned 24 hours a day.

Riders are expected to respect the emergency protocols and available resources in a manner commensurate with the vital nature of this service.

Riders are reminded that they are responsible for their own welfare and should pay good attention to hydration which is the biggest contributing factor to emergency evacuations from the stages which in turn place avoidable stress on the system and resources.

The Rally Control team can be reached at any time in an emergency on 00971 (0)50 875 4750. Misuse of this emergency contact number may be met with a penalty by the organizers.



22.1 HELPING AT AN ACCIDENT

It must be remembered that ethics demands that a rider who sees that an accident has occurred must stop in order to provide assistance in the most appropriate manner until the rescue service arrives. Also, it must be remembered that major means are implemented to shorten the intervention times.

Any rider that witnesses an accident placing another competitor in physical danger must:

- Stop,
- Press the SOS button on their tracking System,
- Establish contact with rally HQ to report the situation,
- Wait for the rescue service or another competitor to arrive, and then,
- Inform Rally HQ when that they are leaving the scene.

At the request of the competitor on arrival at the end of the Leg before 17h00, the stopping time during the incident will be deducted from the time taken to cover the Selective Section.

Any competitor not complying with the above regulations will be reported to the Stewards who may impose penalties up to and including exclusion from the event.

It is only for the first two riders.

22.2 REPOSITIONING

The number of repositioning is maximum 2.

In no case can such a repositioned rider start in front of a rider appearing among the first ten in the starting list of the next stage.

Only the request presented by the Rider on the Official form given by the Clerk of Course will be accepted. The request needs to be done before 17h00 on the day prior to the stage.

22.3 RETIREMENT / DISQUALIFICATION

In case of retirement or disqualification, the rider has to cross out in black the number plates and the number of the race under penalty of a fine of 500 EUR and other possible sanctions pronounced by the FIM International Jury.



22.4 Waypoints Radius

Waypoints	Unmasking	Validation	Application	Coordinates Disclosed
WPV	Open	200m	DSS,	Yes
WPE	On validation of previous WP	200m	FZ, CP, General WPs where CAP navigation is not possible	Yes
WPE for DZS	On validation of previous WP	90m	Where DZS is located at end of long HP / desert section and GPS is required for navigation and CAP is not possible.	Yes
WPM	1 Km	200m	General WPs which can be navigated using Road Book instructions, on piste, or CAP.	No
WPS	3 Km	90m	1. DZS 2. Security / Safety locations where 90 m validation is required.	No